

# OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312  
Columbus, Ohio 43215  
(614) 466-0880

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

*CBE 08*

**IMPORTANT:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME** CITY OF CHEVIOT  
**STREET** 3814 Harrison Avenue

**CITY/ZIP** Cheviot, Ohio 45211

**PROJECT NAME** WOODBINE AVENUE REHABILITATION  
**PROJECT TYPE** ROADWAY REHABILITATION  
**TOTAL COST** \$329,000.00

**DISTRICT NUMBER** 2  
**COUNTY** Hamilton

**PROJECT LOCATION ZIP CODE** 45211

92 OCT 2 AM 1:16

OFFICE OF THE  
COUNTY ENGINEER

### DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

**RECOMMENDED AMOUNT OF FUNDING:** \$ 230,300

**FUNDING SOURCE (Check Only One):**

State Issue 2 District Allocation

☐ Grant  
☐ Loan  
☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☒ Local Transportation Improvement Fund

### FOR OPWC USE ONLY

OPWC PROJECT NUMBER: \_\_\_\_\_

OPWC FUNDING AMOUNT: \$ \_\_\_\_\_

## 1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE OFFICER**  
TITLE Hon. J. Michael Laumann  
STREET Mayor  
CITY/ZIP 3814 Harrison Avenue  
PHONE Cheviot, Ohio 45211  
FAX ( 513 ) 661-2700  
( 513 ) 661-2128

1.2 **CHIEF FINANCIAL OFFICER**  
TITLE Ms. Debra Gooch  
STREET Auditor  
CITY/ZIP 3814 Harrison Avenue  
PHONE Cheviot, Ohio 45211  
FAX ( 513 ) 661-2700  
( 513 ) 661-2128

1.3 **PROJECT MANAGER**  
TITLE Mr. Steven O. Neal  
STREET Safety-Service Director  
CITY/ZIP 3814 Harrison Avenue  
PHONE Cheviot, Ohio 45211  
FAX ( 513 ) 661-2700  
( 513 ) 661-2128

1.4 **PROJECT CONTACT**  
TITLE Mr. Mark A. Kluesener, P.E.  
STREET City Engineer  
CITY/ZIP CDS Associates, Inc.  
PHONE 11120 Kenwood Road  
FAX Cincinnati, Ohio 45242  
( 513 ) 791-1700  
( 513 ) 791-1936

1.5 **DISTRICT LIAISON**  
TITLE Mr. Joseph D. Cottrill  
STREET District 2 Liaison Officer  
CITY/ZIP Hamilton County Engineer's Office  
PHONE 138 East Court Street, Room 700  
FAX Cincinnati, Ohio 45202  
( 513 ) 632-8540  
( 513 ) 723-9748

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** WOODBINE AVENUE IMPROVEMENTS.

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

Approximately mid-way between and parallel to Harrison Avenue and Westwood Northern Boulevard; from North Bend Road to Washington Avenue. See Location Map.

B. **PROJECT COMPONENTS:**

Street Rehabilitation consisting of:

Complete curb replacement; wearing course removal; pavement removal, subgrade stabilization (synthetic geogrid with granular backfill) and pavement reconstruction with 9" - 301 asphalt base in 1500 LF section of the south lane; asphalt leveling course (3/4" average thickness); full-width pavement fabric; 2" asphalt surface course; utility casting adjustments; and reconstruction of existing street inlets as required.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Woodbine Avenue is a 3-lane street (2 travelled lanes with parking on one side), 2400' long, and 31' wide from back of curb to back of curb.

D. **DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

Woodbine Avenue is designed and currently functions as an urban collector. ADT (1989) is 5255 VPD. The majority of these motorists are travelling thru Cheviot and use Woodbine Avenue to bypass the Harrison Avenue Business District located about 1000' south. In this respect, the street serves motorists from the cities of Cheviot and Cincinnati and Green Township. Destination studies to determine the actual percentage of ADT this represents have not been done. The proposed improvements will maintain the existing physical dimensions of the roadway and are needed to improve its overall condition and allow it to operate as an efficient major collector.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

### 3.0 PROJECT FINANCIAL INFORMATION

#### 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
1.	Preliminary Engineering	\$ <u>N/A</u>
2.	Final Design	\$ <u>N/A</u>
3.	Construction Supervision	\$ <u>N/A</u>
b)	Acquisition Expenses	
1.	Land	\$ <u>N/A</u>
2.	Right-of-Way	\$ <u>N/A</u>
c)	Construction Costs	\$ <u>299,115</u>
d)	Equipment Costs	\$ <u>          </u>
e)	Other Direct Expenses	\$ <u>          </u>
f)	Contingencies	\$ <u>29,885</u>
g)	<b>TOTAL ESTIMATED COSTS</b>	\$ <u>329,000</u>

#### 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a)	Local In-Kind Contributions*	\$ <u>          </u>
b)	Local Public Revenues	\$ <u>98,700</u> <u>30%</u>
c)	Local Private Revenues	\$ <u>          </u>
d)	Other Public Revenues	
1.	ODOT	\$ <u>          </u>
2.	FMHA	\$ <u>          </u>
3.	OEPA	\$ <u>          </u>
4.	OWDA	\$ <u>          </u>
5.	CDBG	\$ <u>          </u>
6.	Other <u>          </u>	\$ <u>          </u>
e)	OPWC Funds	
1.	Grant	\$ <u>230,300</u> <u>70%</u>
2.	Loan	\$ <u>          </u>
3.	Loan Assistance	\$ <u>          </u>
f)	<b>TOTAL FINANCIAL RESOURCES</b>	\$ <u>329,000</u> <u>100%</u>

\* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

#### 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

### 3.4 PREPAID ITEMS - N/A

#### Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

**IMPORTANT:** Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS			\$ _____

### 3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by S12 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$329,000</u>	<u>100</u> %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	<u>\$230,300</u>	<u>70</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$ - 0 -</u>	<u>0</u> %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	<u>\$</u>	<u></u> %

### 4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>06/ 01/ 93</u>	<u>08/ 27/ 93</u>
4.2 BID PROCESS	<u>09/ 07/ 93</u>	<u>09/ 30/ 93</u>
4.3 CONSTRUCTION	<u>10/ 18/ 93</u>	<u>07/ 01/ 94</u>

## 5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

**IMPORTANT:** In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Steven O. Neal, Safety-Service Director

Certifying Representative (Type Name and Title)

*Steven O. Neal*

*9/30/92*

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

Yes A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

Yes A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

Yes A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

Yes A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

       Yes A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).  
X        N/A

       Yes Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.  
X        N/A

## 6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee  
Certifying Representative (Type Name and Title)

William W. Brayshaw 3-1-93  
Signature/Date Signed

**WOODBINE AVENUE**  
**OPINION OF CONSTRUCTION COST**  
**CITY OF CHEVIOT, OHIO**

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
202	CURB REMOVAL	4,880	L.F.	4.00	19,520.00
202	PAVEMENT REMOVAL	1,700	S.Y.	5.00	8,500.00
203	EXCAVATION	850	C.Y.	15.00	12,750.00
254	WEARING COURSE REMOVAL 2" +/-	7,100	S.Y.	2.50	17,750.00
301	BITUMINOUS BASE (9")	440	C.Y.	65.00	28,600.00
304	AGGREGATE BASE (OVER GEOGRID)	760	C.Y.	30.00	22,800.00
403	ASPHALT LEVELING COURSE (3/4"AVG)	185	C.Y.	60.00	11,100.00
404	ASPHALT WEARING COURSE (2")	490	C.Y.	60.00	29,400.00
407	TACK COAT (0.10 GAL/SY)	880	GAL	1.00	880.00
452	7" CONCRETE DRIVEWAY APRONS (INCL. REMOVAL)	3,420	S.F.	5.00	17,100.00
609	CONCRETE CURB TYPE 6	4,880	L.F.	13.00	63,440.00
604	MANHOLES AND CHAMBERS ADJUSTED TO GRADE WITH BRICKS AND MORTAR	23	EA	175.00	4,025.00
604	INLETS & CATCHBASINS RECONSTRUCTED	12	EA	500.00	6,000.00
608	CURB RAMPS-TYPE 1	26	EA	150.00	3,900.00
608	5" CONCRETE SIDEWALK WITH INTEGRAL CURB (INCL. REMOVAL)	2,100	S.F.	5.00	10,500.00
614	TRAFFIC MAINTENANCE	1	L.S.	10,000.00	10,000.00
621	PAVEMENT MARKINGS	1	L.S.	1,500.00	1,500.00

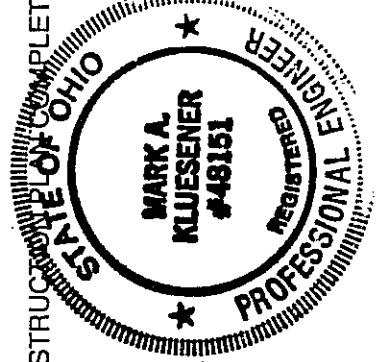


**WOODBINE AVENUE**  
**OPINION OF CONSTRUCTION COST**  
**CITY OF CHEVIOT, OHIO**  
**PAGE TWO**

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
653	TOPSOIL FURNISHED AND PLACED	200	C.Y.	30.00	6,000.00
659	SEED, FERTILIZE AND MULCH	1,800	S.Y.	1.00	1,800.00
1125	RESETTING EXISTING VALVE BOXES, COMPLETE	35	EA	50.00	1,750.00
1131	HAULING AND INSTALLING CURB AND ROADWAY BOXES	35	EA	150.00	5,250.00
SPL	GEOGRID FOR SUBGRADE STABILIZATION	1,700	S.Y.	2.50	4,250.00
SPL	FULL WIDTH PAVEMENT FABRIC	8,200	S.Y.	1.50	12,300.00
	<b>SUBTOTAL:</b>				<b>299,115.00</b>
	<b>CONTINGENCIES (10%):</b>				<b>29,885.00</b>
	<b>TOTAL:</b>				<b>329,000.00</b>

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE WOODBINE AVENUE IMPROVEMENTS WILL BE 10 YEARS (PAVEMENT RESURFACING) AND 20 YEARS (CURB AND PAVEMENT REPAIRS).

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION COMPLETION AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.



*Mark A. Kluesener* 9-29-92  
Mark A. Kluesener, P.E.  
City Engineer - Cheviot, Ohio

NORTH

# GREEN TWP

MONFORT HEIGHTS

MT. AIRY

**FOREST**

WOODBINE AVE.

45211

RESOLUTION NO. 1455, 1992

RESOLUTION AUTHORIZING THE MAYOR OR SAFETY SERVICE  
DIRECTOR TO SUBMIT THE NECESSARY APPLICATION  
FOR STATE ISSUE 2 FUNDS AND BOTH TO  
EXECUTE ANY PROJECT AGREEMENT  
RELATIVE THERETO

WHEREAS, the Cheviot City Council hereby authorizes the Mayor or Safety Service Director to submit the necessary application for State Issue 2 Funds and the Mayor and Safety Service Director to execute any proejct agreement relative thereto;


NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CHEVIOT:

Section 1. That the Mayor or Safety Service Director are hereby authorized to submit the necessary application to the District 2 (Hamilton County) Public Works Integrating Committee for State Issue 2 Funds for the following projects:


- (a) Woodbine Avenue Improvements, from North Bend Road to Washington Avenue.
- (b) Applegate Avenue Improvements, from the East Corporation Line to Robb Avenue.

Section 2. That in the event the City is awarded said funds, the Mayor and Safety Service Director are hereby authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

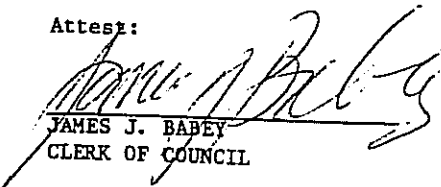
Passed: February 4, 1992

  
WILLIAM J. DAGENBACH  
PRESIDENT OF COUNCIL

Approved: February 4, 1992

  
MICHAEL LAUMANN  
MAYOR

Attest:

  
JAMES J. BABEY  
CLERK OF COUNCIL

ID:1323S



# City of Cheviot, Ohio

City Hall

Office of the Auditor

September 28, 1992

This is to certify that the amounts required to meet the local share requirements as indicated in section 3.2 (b) of the Ohio Public Works Commission Application for Financial Assistance for Fiscal Year 1994, (Round 6), for the project listed below have been lawfully approved for the purpose of same and are in the process of being collected currently to the credit of the appropriate funds and are free from prior encumbrances.

Project: Woodbine Avenue Improvements  
(North Bend Road to Washington Avenue)

Required Local Share: \$98,700.00

Funds will be encumbered from the 3.0 Mill Road Improvement Fund, and if necessary from the Permissive Motor Vehicle License Tax Fund, and the Street Construction Maintenance and Repair Fund to meet the city requirements.

Debra A. Gooch  
Auditor, City of Cheviot, Ohio

## **RESULTING EMPLOYMENT OPPORTUNITIES**

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

CDS Associates Inc.  
15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 0  
LOCATION: WOODBINE RD. WEST OF NORTHBEND  
WEATHER: RAIN  
OPERATOR: JC

CORRECTION FACTOR: 1.00

FILENAME: 80007-14  
THURSDAY 1 / 26 / 87

HOOR BEGINS	0	15	30	45	HOOR TOTAL	0	15	30	45	HOOR TOTAL	COMBINED TOTAL
AM											
12	9	3	9	8	29	9	4	5	4	22	51
1	4	3	5	8	12	3	5	2	1	11	23
2	1	5	3	2	11	2	1	4	4	11	22
3	1	1	8	8	2	1	2	1	0	4	6
4	0	0	1	4	5	1	2	1	0	4	9
5	1	6	6	9	22	0	1	0	4	5	27
6	11	16	21	25	73	6	3	7	17	33	106
7	36	41	44	46	167	22	22	26	39	111	278
8	34	30	26	28	118	35	33	24	35	127	245
9	28	30	26	25	109	22	27	31	37	117	226
10	36	19	35	40	124	31	29	27	34	121	245
11	32	32	43	37	144	32	41	39	45	157	301
PM											
12	47	50	46	46	191	53	50	45	37	185	376
1	45	49	50	51	195	44	38	29	40	151	346
2	34	47	54	60	195	45	44	34	53	176	371
3	23	47	64	48	182	61	42	54	72	229	411
4	43	59	45	47	194	67	69	76	46	258	446
5	67	72	50	54	243	62	63	63	70	258	501
6	43	50	33	43	169	55	46	48	36	179	348
7	36	30	40	27	133	41	39	41	31	152	285
8	38	26	42	25	125	17	24	26	21	68	213
9	27	33	23	27	110	28	30	27	21	106	216
10	20	15	14	11	60	16	21	16	4	57	117
11	8	12	4	11	35	15	14	10	12	51	86

TOTALS

2648

2607

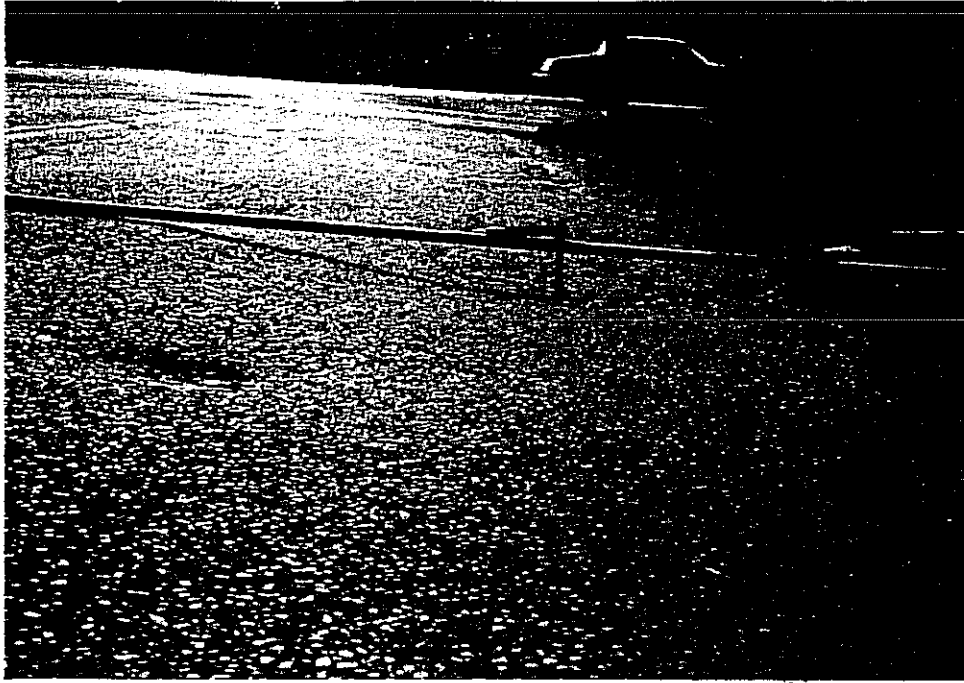
5255

AM PEAK HOUR IS 11:00 TO 12:00

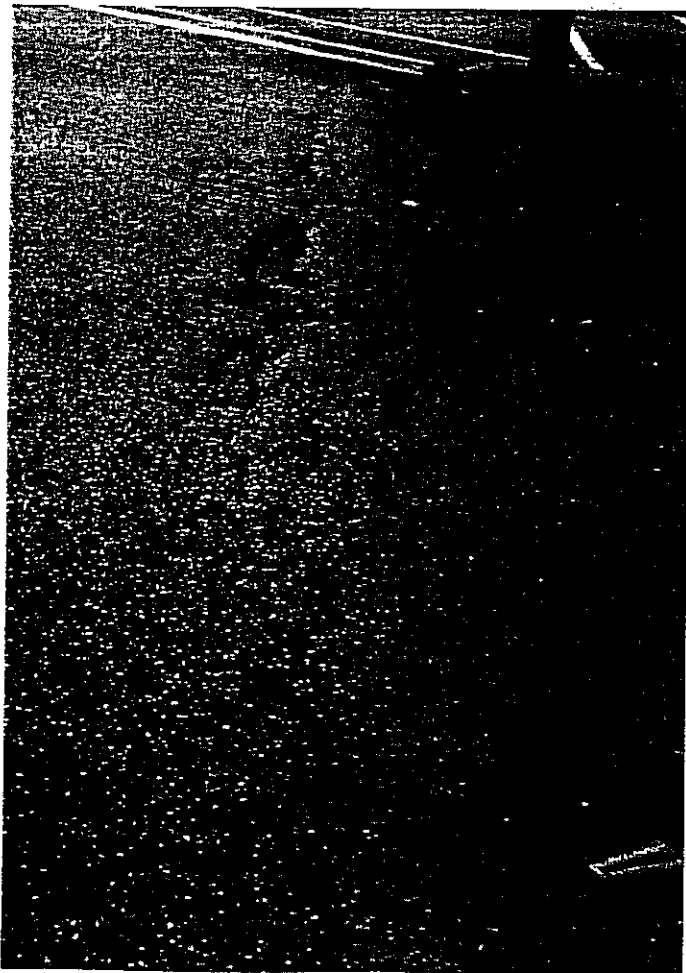
VOLUME	EAST :	144	WEST :	157	COMBINED:	301
DIRECTIONAL SPLIT		48%		52%		
PEAK HOUR FACTOR		0.84		0.87		0.92

PM PEAK HOUR IS 5:00 TO 6:00

VOLUME	EAST :	243	WEST :	258	COMBINED:	501
DIRECTIONAL SPLIT		49%		51%		
PEAK HOUR FACTOR		0.84		0.92		0.93



WOODBINE RUTTING AT NORTH BEND  
DEPTH = 4"



WOODBINE LOOKING EAST  
TOWARDS NORTH BEND  
NOTE PAVEMENT CRACKING



BAD CURB AND PAVEMENT  
BETWEEN DAVIS AND OLIVETTE

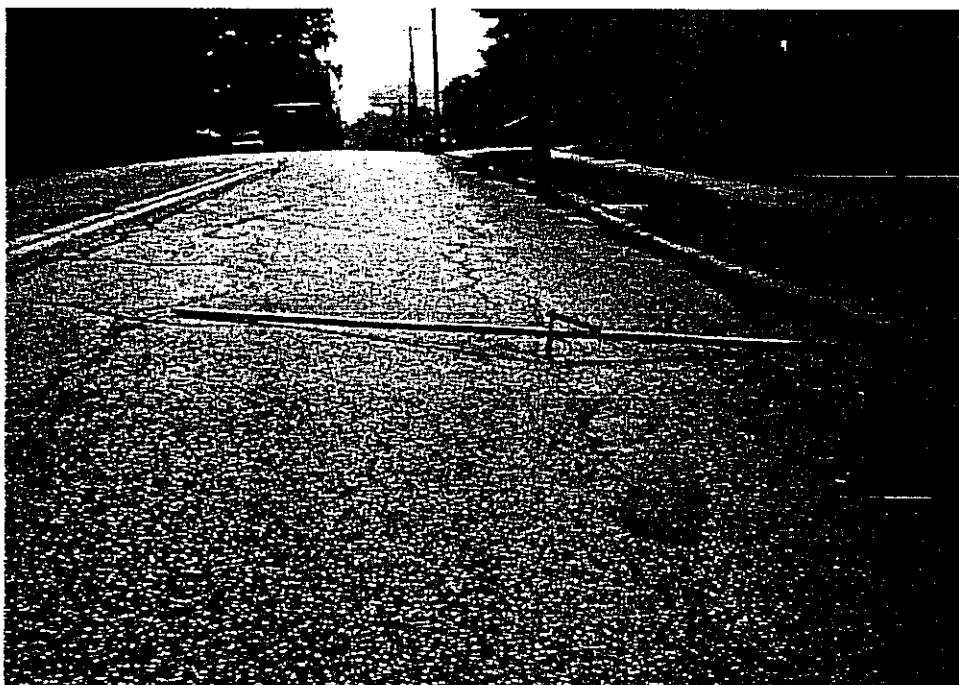


BAD CURB WEST OF DAVIS

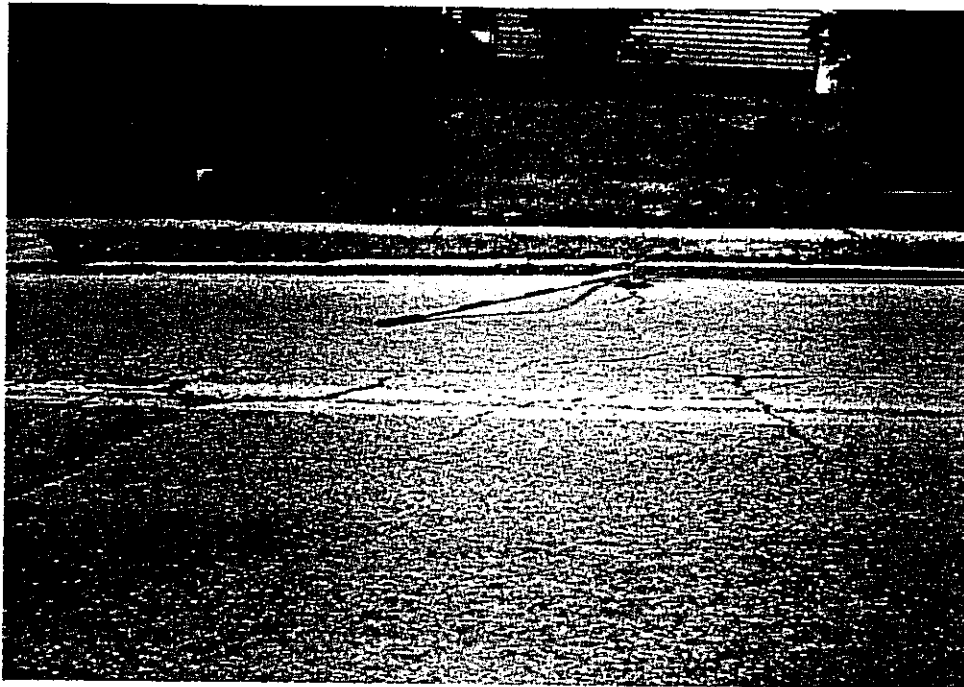




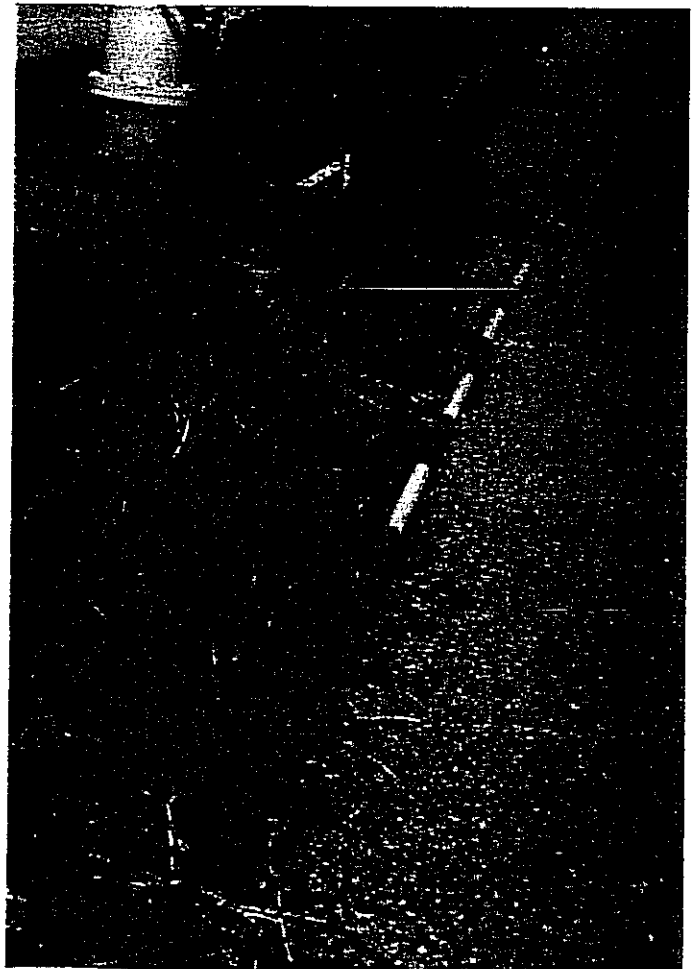
EXCESSIVE CROSS SLOPE SOUTH LANE  
WOODBINE NEAR WASHINGTON



RUTTING EAST OF DAVIS AVENUE  
NOTE EXTENT OF PAVEMENT CRACKING AND CURB CONDITION



PAVEMENT RUTTING BETWEEN DAVIS AND OLIVETTE  
NOTE PAVEMENT CRACKING AND CONDITIONS OF CURB



GRASS GROWN OVER CURB AND  
DETERIORATED PAVEMENT  
EAST OF OLIVETTE



WOODBINE LOOKING EAST  
RUTTING, POOR CURB WEST OF DELMAR



RUTTING EAST OF GLENMORE  
NOTE PAVEMENT CRACKING AND MISALIGNED CURB

## ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed \_\_\_\_\_

Poor   X  

Fair \_\_\_\_\_

Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Age is over 50 years. Width is 31' back of curb to back of curb; length is 2,400'+/-. Concrete curbs are badly deteriorated and/or nearly filled by past overlays and in need of complete replacement. Surface is badly cracked and alligatored to the point of grass growing in the pavement along the curbs. South side of street (approximately 1500 L.F.) is settled and rutted from underlying base failures and/or utility trench settlement. The present overall condition of the roadway is fair to poor.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

  1 - 2     weeks   months (Circle one)

Are preliminary plans or engineering completed?

Yes

No

Are detailed construction plans completed?

Yes

No

Are all right-of-way and easements acquired?

Yes

No

N/A

Are all utility coordinations completed

Yes

No

N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

Detail Construction Plans - 5 months. Utility coordination concurrent with detail plans. Time based on schedule contained in OPWC Application.

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

It is not anticipated that the completed project will have a significant adverse or beneficial impact on the overall safety, health or welfare of the service area or on the response time of emergency vehicles and equipment. However, as the roadway continues to deteriorate, some of the motorists currently using it as a business district bypass may opt for Harrison Avenue, adding traffic to that already busy corridor.

- 4) What type of funds are to be utilized for the local share for this project?

Federal \_\_\_\_\_ ODOT \_\_\_\_\_ Local   X    
MRF \_\_\_\_\_ ODNR \_\_\_\_\_ CD \_\_\_\_\_  
Other \_\_\_\_\_

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992, for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

  30   %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban \_\_\_\_\_ Partial Ban   X   No Ban \_\_\_\_\_

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No   X  

In 1991, the City of Cheviot has passed Ordinance #1502, updating a previous ordinance, restricting truck traffic over 10 tons G.V.W. to designated "truck routes" through the City except for the purpose of making pickups, deliveries, service calls, etc. Woodbine Avenue was not previously, nor is it now, one of the designated "truck routes".

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

adt (1989) = 5255 VPD    Daily Users = 5255 x 1.2 = 6306

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164? (This must be included with the application to be considered for funding.)

Yes   X                        No           

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Woodbine Avenue functions as an urban collector. It is used by many motorists through Cheviot to bypass the Harrison Avenue Business District. In this respect, it serves the Cities of Cheviot and Cincinnati as well as Green Township.

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# STATE ISSUE 2 PROGRAM - ROUND 6

## LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY:

City of Cheviot

NAME OF PROJECT:

Woodbine Ave Rehab.

TOTAL POINTS FOR THIS PROJECT: \_\_\_\_\_

NO.  
POINTS

10

- 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by end of 1993

5 Points - Will be under contract by March 30, 1994

0 Points - Will not be under contract by March 30, 1994

12

- 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition

16 Points -

12 Points - Fair to Poor Condition

8 Points -

4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 2 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)  
8 Points - Moderate to significant effect  
6 Points - Moderate effect (e.g., widen exist. lanes)  
4 Points - Moderate to little effect  
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

- 2 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors  
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors  
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors  
4 Points - Minimal importance, with noticeable impact on 1 factor  
2 Points - No measurable impact

- 6 5) What is the overall economic health of the jurisdiction?

10 Points - Poor  
8 Points -  
6 Points - Fair  
4 Points -  
2 Points - Excellent

- 3 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more  
4 Points - 40% to 49.99%  
3 Points - 30% to 39.99%  
2 Points - 20% to 29.99%  
1 Point - 10% to 19.99%



- 0
- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban  
3 Points - Partial or moderate ban  
0 Points - No ban of any kind

- 3
- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more  
4 Points - 7,500 to 9,999  
3 Points - 5,000 to 7,499  
2 Points - 2,500 to 4,999  
1 Point - 2,499 and under

- 2
- 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)  
4 Points -  
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)  
2 Points -  
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

- 1
- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above  
1 Point - One of the above  
0 Points - None of the above

**ADDENDUM TO THE RATING SYSTEM  
DEFINITIONS**

**CRITERION 2 - CONDITION**

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

**CRITERION 5 - ECONOMIC HEALTH**

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

**CRITERION 9 - REGIONAL IMPACT**

Major impact -	Primary water or sewer main serving an entire system
Moderate impact -	Waterline or storm sewer serving only part of a system
Minimal impact -	Individual waterline or storm sewer not part of a system